

**READING PANEL REQUIREMENTS IN THE FIELD OF TRANSPORTATION
INCLUDING GEOGRAPHIC AREA AND SUBSTANTIVE COVERAGE
1 JULY 1957**

I. The Missions and Functions of the Transportation Branch (S/TR)

A. The mission of the Branch, within the framework of the transportation segment of the overall economic intelligence community, is to contribute to estimates of Bloc intentions, capabilities and vulnerabilities through the study of the Sino-Soviet Bloc transportation. The importance of transportation in the U.S. intelligence effort is recognized in DCID/15-1. It points out also that transportation is an area of common or overlapping interest which will require continuing inter-agency liaison and cooperation.

The Branch contributes to the coordination of economic intelligence production within the U.S. Government, contributes within its field of responsibility to national estimates, intelligence reports in response to the requirements of priority consumers, and contributes to or prepares separate transportation reports.

B. S/TR is divided, for organizational purposes, into two functional research sections and three transport economics sections. The two functional research sections are: land transport, which includes rail, road, and pipeline; and

25X6A

There are three transport economics sections, broken down regionally as follows: the USSR; the European Satellites; and Far East Communist countries. The functional research sections prepare studies on specific forms of transportation, make contributions to regional transportation studies and supply technical advice on the operation of the various transport media. The transport economics research sections integrate contributions prepared by the functional research sections into regional transportation studies, and prepare studies on the relationship of transportation to other sectors of the economies of the Sino-Soviet Bloc.

25X6A

C. S/TR is interested in the following general subject categories: the vehicles which move traffic, the routes on which these vehicles move, the terminals they utilize, the organization and labor force used in the transportation operation, the ways in which transportation operates, the traffic carried, prices charged for the service, financial results of enterprises, budgetary allocations, and capital investment needed to maintain services.

D. It is important for Reading Panel analysts to remember that transportation cuts deeply into all phases of a country's economic life. Therefore, it becomes necessary to examine a considerable amount of intelligence material in which transportation appears to be only slightly involved. In general, these cases must depend upon the good judgment of the intelligence specialist whether to route that material to S/TR which might be of marginal interest only. Such marginal material is valuable in that it may sometimes fill a specific and important gap in Sino-Soviet Bloc economic intelligence.

S-I-C-R-E-T

II. Geographic Area Coverage on Reading Panel Requirements for S/IR

A. First Priority

1. First Category

a. USSR

b. European Satellites

- (1) East Germany
- (2) Poland
- (3) Czechoslovakia
- (4) Hungary
- (5) Rumania
- (6) Bulgaria
- (7) Albania

c. Far East

- (1) China
- (2) North Korea
- (3) North Vietnam
- (4) Mongolia

2. Second Category

Intelligence that has a bearing on transportation in the above Sino-Soviet Bloc countries that originates in any area of the world. For example, transportation intelligence frequently originates

25X6A

25X6A

B. Second Priority

The following selected non-Bloc countries should be included as a secondary priority. Documents routed to S/IR in this category should be limited to those covering broad general reporting, such as total and/or annual statistical data, and also any "finished economic intelligence reports." These data and reports should have some bearing on transportation developments in or with the Sino-Soviet Bloc.

Europe

Middle East Area

Far East and Southeast Asia

25X6A

Greece

Turkey

Finland

Yugoslavia

Austria

Iran

Iraq

Saudi Arabia

Afghanistan

Pakistan

Syria

Jordan

Egypt

Ceylon*

Indonesia

Taiwan/Formosa

Malaya

India

Hong Kong

Macao

South Korea

South Vietnam

Laos

Cambodia

Burma

Thailand

S-I-C-R-E-T

~~S-E-C-R-E-T~~

25X6A

NOTE:



Documents on peripheral countries not listed above should not be routed to S/TR except in those cases where there is traffic movement between them and any country in the Sino-Soviet Bloc. This condition would apply especially to the movement of ocean going merchant vessels between non-Bloc and Bloc seaports, and the establishment of Bloc shipping agencies in non-Bloc countries to handle Bloc shipping. However, any form of transportation, or transportation equipment when involved in East-West Traffic, should be included.

~~S-E-C-R-E-T~~

S-E-C-R-E-T

VII. Substantive Requirements for Transportation Intelligence on Sino-Soviet Bloc

The substantive aspects of Reading Panel requirements are outlined in detail for five forms of transportation. In general, it is necessary for the Reading Panel members to assign a high priority rating to any intelligence which entails Sino-Soviet Bloc official statistics pertaining to any phase of transportation. Retention copies of all such material, including plan and plan fulfillment data on transport released by the Sino-Soviet Bloc countries, are requested.

A. Railroad Transport

1. Routes or Network

- d. Mileages and locations of lines.
- b. New construction or extension of lines.
- c. Electrification
- d. Double-tracking
- e. Change of gauge
- f. Abandonment of lines
- g. Vulnerability
- h. Traffic capacity of routes (trains per day, tons per day, etc.)

2. Route Facilities (description, extension or abandonment, repair and maintenance, capital investment, manufacture, import and export, photos, maps).

a. Roadbed and track

- (1) Ballast
- (2) Ties
- (3) Rails
- (4) Rail accessories

- b. Bridges, ferries, tunnels
- c. Signals
- d. Telecommunications
- e. Clearance diagrams, track loading diagrams

3. Terminal Facilities (description, repair and maintenance, capital investment, expansion or abandonment, photos, maps).

- a. Freight and passenger stations.
- b. Transloading points (where track gauges change).
- c. Yards.
- d. Roundhouses
- e. Repair facilities for rolling stock.
- f. Coaling and watering facilities.

~~SECRET~~

4. Rolling Stock (manufacture, repair, capital investment, description, inventory, reserves, retirement, imports and exports, conversion of gauge, annual requirements, locomotive and car serial numbers, photos).
 - a. Locomotives
 - b. Freight and passenger cars.
 - c. Work equipment (piledrivers, dump cars, rail unloaders, etc.)
 - d. Fuel (or electric power), water and lubricants, amount consumed and sources.
5. Operations (description of methods, country totals, totals for individual lines or systems, operating expenses).
 - a. Loading and unloading of freight cars.
 - b. Locomotive operations, repair schedules, etc.
 - c. Freight and passenger car operations, geographical distribution, etc.
 - d. Train operations
 - e. Yard operations
 - f. Effects of climate.
 - g. Publications related to operations.
 - (1) Passenger timetables
 - (2) Station lists
 - (3) Employees' operating (or working) timetables.
 - (4) Rule books for employees
 - (5) Train graphs
6. Traffic (description, country totals, totals for individual lines, systems, individual cities, and individual shipping points, rates and fares, operating expenses and all other available information, especially items listed below).
 - a. a. Freight
 - (1) Tons, ton-kilometers, and carloadings, total and by individual commodities.
 - (2) Average length of haul.
 - (3) Freight tariffs and rates.
 - b. Passenger
 - c. Military
 - d. Freight for use of the railroad.
7. Administration
 - a. Organization
 - b. Personnel
 - c. Training and schools
 - d. Coordination between railroads and other forms of transport.
 - e. Planning of railroad transportation.
 - f. Financial results of railroad operation, operating expenses and operating revenues.

~~S-E-C-R-E-T~~

B. Merchant Shipping and Inland Water Transport

1. Traffic Routes

- a. Basic description, origin, terminus, physical details, barriers, controlling factors.
- b. Traffic capacity, descriptive or statistical data.
- c. Current condition of rivers and canals.
- d. Route construction, current and planned, annual cost, policies, etc.
- e. Maintenance and repair of routes, activity, annual cost, policies, etc.
- f. Factors limiting navigation, including weather (drought, ice, etc.), navigation period.
- g. Water transport communications facilities, extent, type, operations.
- h. Vulnerability, effect upon transport potential, protective action.
- i. Capital investment in new routes and route maintenance.

2. Ports

- a. Physical description, location, depths, channels, regulations
- b. Cargo handling facilities, warehouses, docks, cranes, trucks, etc.
- c. Cargo handling capacity data, type of cargo, limiting factors, etc.
- d. Construction, repair and maintenance work, underway or planned.
- e. Rail and road clearance facilities and capacities.
- f. Vulnerability, effect of destruction and damage, protective action.
- g. Capital investment in ports and equipment.

3. Inventory

- a. Number of vessels, all commercial types, including barges (dumb and powered), tugs and icebreakers.
- b. Description (size, cargo capacity, speed, fuel, age, condition)
- c. Distribution of fleet: number, description, tonnage and cargo capacity of vessels employed on individual routes.
- d. Foreign and domestic ship procurement plans and policies.
- e. Vessel maintenance and repair: facilities, policies, operations (not shipbuilding).
- f. Fuel consumption data: type used, quantity, handling methods, efficiency of use, source, etc.
- g. Capital investment in new vessels.

4. Operations and Traffic

- a. Nature and volume of traffic: descriptive, statistical, and analytical data by port, area, commodity, route, fleet, etc. This includes Bloc shipping between Bloc and non-Bloc areas.

~~S-E-C-R-E-T~~

S-E-C-R-E-T

- b. Traffic plans and performance
- c. Charter of ships for Bloc trade: importance, terms of charter, negotiations, cargo, etc.
- d. Coordination with or conflict between water transport and other transport media: policy, practice, competitive rates, comparative efficiency, geographic variations, etc.
- e. Clandestine, illegal and covert operations: volume, nature, etc.
- f. Efficiency of operations.
- g. Criticism of operations and plans for improvement.
- h. Communist influence and infiltration.
- i. Freight and passenger rates.

5. Administration

- a. Organization of water transport agencies: T/O data and statistics, personalities, companies, Soviet control over Satellites, etc.
- b. Status of administration: examples of good and/or poor administration and corrective action.
- c. Financial result of water transport operations, i.e., fixed and operating expenses and revenues.

C. Highway Transport

1. Road Network

- a. Location, extent and condition of network.
- b. Description of specific roads (including surface, condition, capacity and seasonality).
- c. Construction, widening, improvement, etc.
- d. Maintenance and repair (including methods, materials and equipment).
- e. Capital investment in road construction and maintenance.

2. Vehicles

- a. Inventory (national and local registration, including civil motor pools, technical characteristics of vehicles used: serviceability, age, retirement, distribution by ownership and area).
- b. Production: national totals and individual plants.
- c. Repair and maintenance (facilities, equipment and procurement of spare parts).
- d. Imports and exports (country to whom exported - quality, use, numbers).
- e. Tires and fuel (requirements, consumption and procurement)
- f. Capital investment in new vehicles.

3. Operations and Traffic

- a. Development of highway transport.
- b. Description of operating practices, services and problems.

~~S-E-C-R-E-T~~

- c. Seasonality, cold weather operations, wet weather operations.
- d. Use of animal transport.
- e. Traffic statistics (tons originated, average length of haul, ton-kilometers, quantities of particular commodities moved (total and from point to point), passengers carried (total and from point to point), and passenger-kilometers)
- f. Schedules and timetables.
- g. Freight and passenger rates.

4. Administration

- a. Organization
- b. Personnel
- c. Coordination with other forms of transport.
- d. Financial results of motor transport operations, i.e., fixed and operating expenses and revenues.

D. Civil Air Transport

1. Scheduled Air Carriers (by corporate or national name)

- a. Headquarters (location, staff structure)
- b. Capitalization
- c. Management and control.
- d. Routes flown (including route expansion)
- e. Rates and tariffs for passenger and freight service
- f. Maintenance capabilities.
- g. Procurement of aircraft and spare parts.

2. Statistics - including route mileage, inventory of planes, ton miles, and passenger miles flown, passengers carried and types of commodities carried (air mail and freight), financial results of operation (operating costs, operating revenues), and rates and passenger fares.

3. Civil Airfields

In many countries, the civil air carrier must rely on the use of military airfields for the continuance of their operation, and in these cases, if the information is pertinent to civil air operation, it must then be included as a part of the requirements outlined below for this category.

- a. Place names of fields used by civil air carrier.
- b. Dates when new fields become operational for civil air use.
- c. Weather services and aircraft-to-ground communication facilities for civil air use.
- d. No target data information on military airfields.
- e. No operational data on military airfields.
- f. No descriptive data regarding airfields, installations, such as access roads, railroad spur lines, etc.

4. Administration and Organization

- a. Capital investment
- b. Relationship to military aviation.

S-E-C-R-E-T

- c. Relationship to other government bureaus.
- d. Degree of direct control exercised by specific government bureaus, over any function of the civil air carrier.
- e. Tables of company organization (T/O).
- f. Key personalities.
- g. Personnel training.

5. Government Policy (other than direct control)

- a. Civil aviation laws and regulations
- b. Bilateral agreements (between two countries)
- c. Subsidies to civil aviation (government grants of money to airlines to pay the expense of operation)
- d. Membership in aviation bodies, such as ICAO, International Civil Aviation Organization (an association of government representatives for civil air), and IATA, International Air Transport Association (an association of commercial airlines operating over international routes).

6. Miscellaneous Air Services

- a. Type of activity (crop dusting, air ambulance service, forestry patrol, air weather research, etc.)
- b. Number and types of civil aircraft owned (other than regular airlines)

E. Pipeline Transport

1. Routes or Network

- a. Mileages and route alignment, types of pipeline (gas, crude oil products, etc.)
- b. Capacity of specific lines (pipe diameter, barrels per day capacity, etc.)
- c. New lines being constructed, indicating locations to be served.
- d. Maintenance on main pipelines and related problems.

2. Terminal and Route Facilities

- a. Terminal points (location; facilities including tank farms)
- b. Location of pumping relay stations, intermediate tank farms (description, number of personnel (on hand), type of equipment, etc.)
- c. Equipment (type and amount, degree of availability of pipeline for repair and new construction).
- d. Capability for laying pipeline measured in meaningful terms such as kilometers per day.
- e. Methods of control for security and protection of property at terminals and along the route: evidence of sabotage.
- f. Effects of extremes in weather on normal operation of pipeline flow.

SECRET

3. Traffic

- a. Measured in terms of pipeline flow, (barrels per day, ton kilometers performed on basis of annual total figures, quarterly reports, regional data).
- b. Breakdown by commodity.

4. Administration

- a. Organization of company (joint enterprise, whether nationalized, etc.).
- b. Total personnel strength; breakdown by function.
- c. Technical training.
- d. Coordination between pipeline and other forms of transport.

5. Financial

- a. Capital investment (total and for segments).
- b. Revenues derived from pipeline operation.
- c. Cost of operation and maintenance of any and all segments of a pipeline network.

IV. Listing of Senior Analysts Responsible for Geographic Areas and Forms of Transport

25X1A9a

Branch Chief.		Ext. 2745
Deputy Branch Chief		Ext. 2746
Chief, Land Transport Section		Ext. 2370
Chief, Water and Air Section.		Ext. 4657
USSR Transport Economist.		Ext. 2634
Communist Far East Transport Economist.		Ext. 2634
European Satellite Transport Economist.		Ext. 657

V. List of Intelligence Officers

Responsible for Geographic Areas and Forms of Transport:

1. USSR

Rail, Road and Pipeline Transportation

25X1A9a

 (Ext 657)

Water Transportation

25X1A9a

 (Ext. 4657)

Air Transportation

25X1A9a

 (Ext. 4657)

SECRET

~~SECRET~~

2. Communist Far East

Rail, Road and Pipeline Transportation

25X1A9a [REDACTED] (Ext. 657)

Water Transportation

25X1A9a [REDACTED] (Ext. 2634)

Air Transportation

25X1A9a [REDACTED] (Ext. 4657)

3. European Satellites

Rail, Road and Pipeline Transportation

25X1A9a [REDACTED] (Ext. 657)

Water Transportation

25X1A9a [REDACTED] (Ext. 657)

Air Transportation

25X1A9a [REDACTED] (Ext. 4657)